Missouri Department of Transportation

Bridge Division

Bridge Design Manual

Section 3.75

Revised 04/04/2005

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GENERAL

Design

Use Load Factor design method, except for pile capacity where the Service Load Design Method shall be used. In some cases, the Service Load Design Method may be permitted on widening projects. see the Structural Project Manager.

DESIGN UNIT STRESSES (also see Section 4 - Note A1.1)

(1) Reinforced Concrete

Class B Concrete (Substructure) fc = 1,200 psi f'c = 3,000 psi
Reinforcing Steel (Grade 60) fs = 24,000 psi fy = 60,000 psi
n = 10 $Ec = W^{1.5} \times 33 \sqrt{f'c}$ (AASHTO Article 8.7.1) (*)

Exceptions: Use following concrete for Abutment Slab
Class B2 Concrete fc = 1,600 psi f'c = 4,000 psi
Reinforcing Steel (Grade 60) fs = 24,000 psi fy = 60,000 psi
n = 8 $Ec = W^{1.5} \times 33 \sqrt{f'c}$ (AASHTO Article 8.7.1) (*)

Note:
Design the abutment slab with an integral wearing surface of 1/2".

(2) Reinforced Concrete (**)

Class B-1 Concrete (Substructure) fc = 1,600 psi f'c = 4,000 psi
Reinforcing Steel (Grade 60) fs = 24,000 psi fy = 60,000 psi
n = 8 $Ec = W^{1.5} \times 33 \sqrt{f'c}$ (AASHTO Article 8.7.1) (*)

(3) Structural Steel

Structural Carbon Steel (ASTM A709 Grade 36)
fs = 20,000 psi fy = 36,000 psi

(4) Piling

For pile capacity, see Bridge Manual Sections 1.4 and 3.74. Also, see the Design Layout if pile capacity is indicated.

(5) Overstress

The allowable overstresses as specified in AASHTO Article 3.22 shall be used where applicable for Service Loads Design Method.

LOADS

(1) Dead Loads

As specified in Bridge Manual Section 1.2.

(2) Live Loads

As specified on the Design Layout.
Impact of 30% is to be used for design of the beams and Abutment Slab. No impact is to be used for design of any other portion of Abutment including the piles.

(3) Temperature

See Bridge Manual Section 1.2.

(4) Wind Frictional Forces and Buoyancy

These forces shall be disregarded, except for special cases or if specified by the Structural Project Manager or on the Design Layout.
See Bridge Manual Section 1.2.

(5) Earthquake

All bridges in Seismic Performance Categories A, B, C & D are to be designed by earthquake criteria in accordance with this bridge manual.
See Bridge Manual Section 6.1.

(*) Use W = 150 pcf, $Ec = 60{,}625 \sqrt{f'c}$
(**) May be used for special cases, see Structural Project Manager.

Design

DISTRIBUTION OF LOADS

Note: The following Dead Load and Live Load distributions are for one-span Abutment Slabs. For multi-span Abutment Slabs, consider the slab continuous over the intermediate supports.

(1) Dead Loads
Loads from stringers, girder, etc. shall be applied as concentrated loads at the intersection of the centerline of stringer or Girder and the centerline of bearing. Loads from superstructure units, such as concrete slab spans, shall be applied as uniformly distributed loads along the centerline of bearing.

Loads from Abutment Slab, Safety Barrier Curb and Abutment Wings shall be assumed to act simply-supported and the reactions to either the main bearing beam or the transverse approach pile cap beam will be considered as direct loads only for the computation of pile loads. (Evenly distributed laterally.)

(2) Live Load
Loads from stringers, girders, etc. shall be applied as concentrated loads at the intersection of the centerline of stringer or girder and the centerline of bearing. For the concrete slab spans, distribute two wheel lines over 10'-0" (normal to centerline of the roadway) of the substructure beam. This distribution shall be positioned on the beam on the same basis as used for wheel lines in Traffic Lanes for Substructure Design (See Section 1.2).

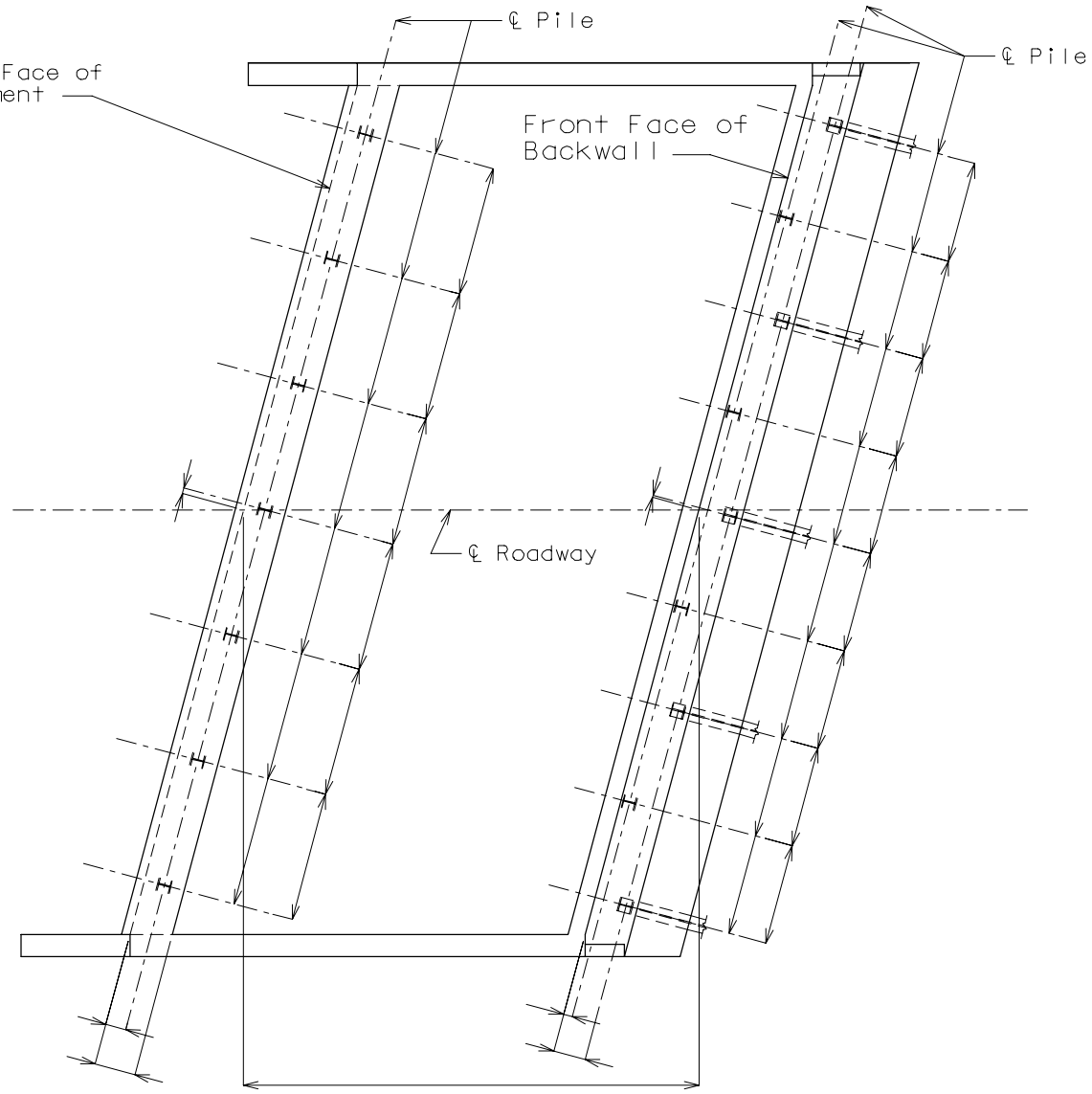
Loads from the Abutment Span shall be assumed to act simply-supported with the type of load that would control the design of that particular memeber, e.g., lane loading added to loads from adjacent spans for the design of the main bearing beam and truck loading for the design of the transverse pile cap beam. These loads are assumed to be direct loads only and are for the computation of pile loads.

(3) Wing, Frictional Forces and Buoyancy
These forces shall be disregarded, except for special cases or if specified by the Structural Project Manager, or on the Design Layout. See Bridge Manual Section 1.2.

(4) Earthquake Loads
All bridges in Seismic Performance Categories A, B, C & D are to be designed by earthquake criteria in accordance with this bridge manual. See Bridge Manual Section 6.1.

FRONT SHEET

Details and Dimensions:



PLAN VIEW

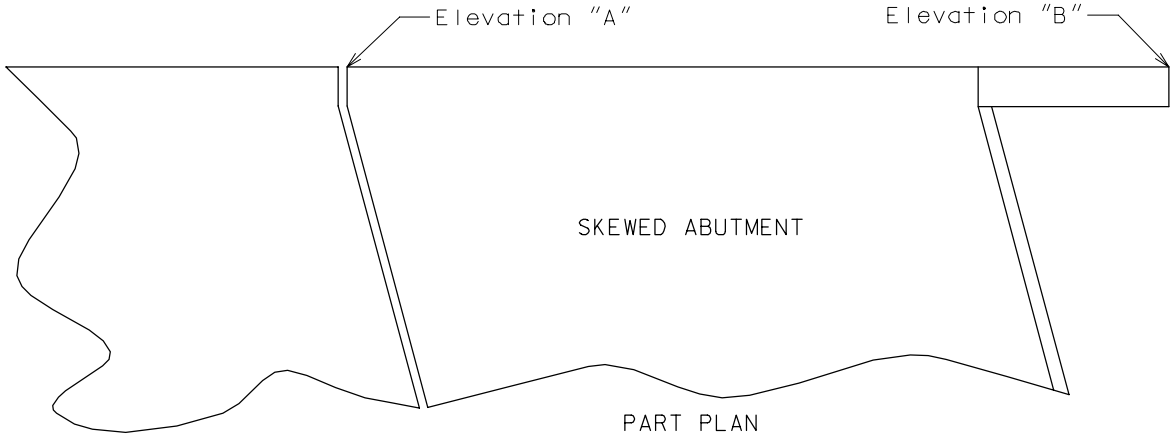
Note: Details for unsymmetrical roadways will require dimensions tying Centerline of Roadway to Centerline of Structure. (Pile coordinates shall be to Centerline of Roadway.)

WING ELEVATIONS

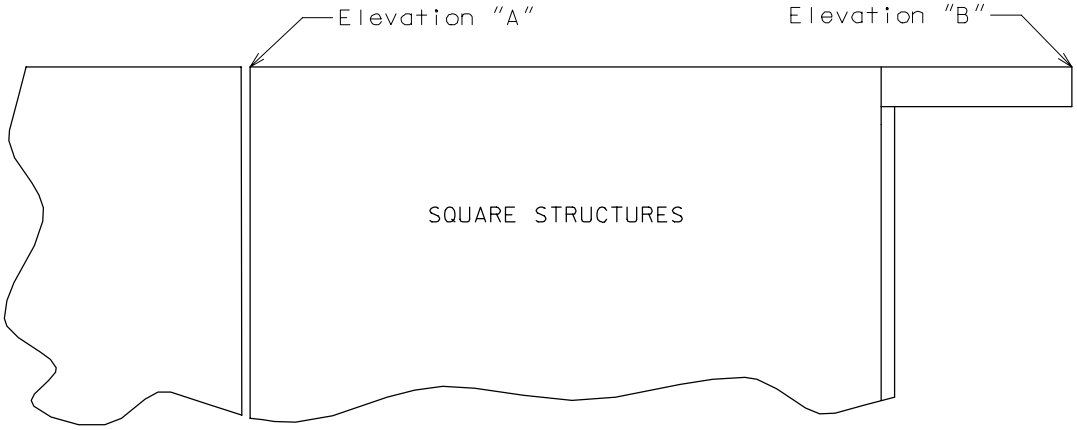
Dimensions

Elevation "A" and "B":

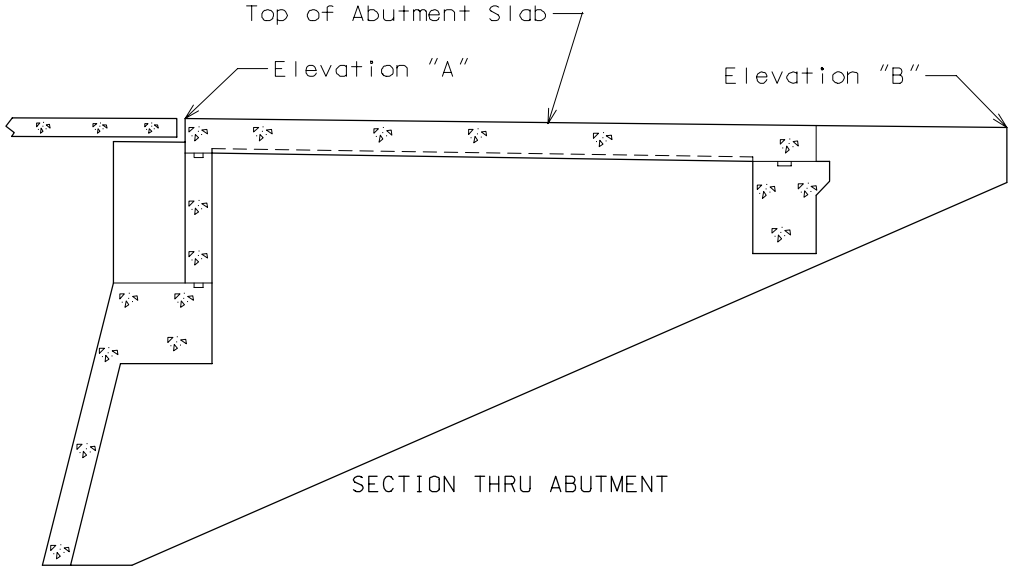
Wing elevation are determined at these points for bridges on grade.



PART PLAN



PART PLAN



SKEWED STRUCTURES ON GRADE

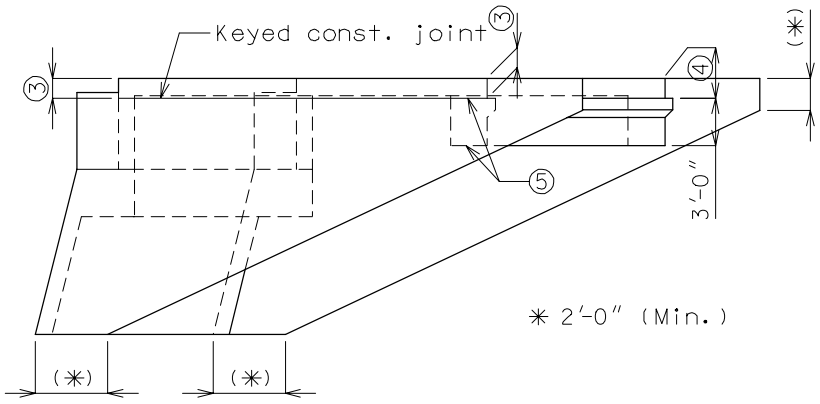
① Slope backwall when the slab haunch exceeds 6″ (at gutter line).

② Top of wings (form end of wings to fill face of Abutment Slab) shall be built parallel to grade.

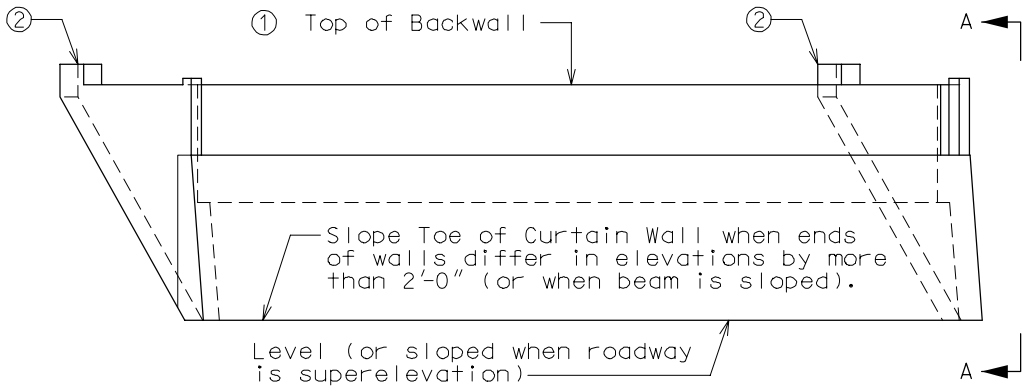
③ Abutment Slab Depth + 1/2″ (Min.) to const. joint.

④ 12″ (Min.) at Gutter Line to the top of the Approach Haunch, except when the Abutment Slab Depth is 12″ or greater, then place the Approach Haunch 1/2 ″ below the bottom of the slab.

⑤ Slope Approach Beam on both top and bottom when the Abutment Slab haunch exceeds 6″ (at Gutter Line).



ELEVATION A-A
(Taken parallel to wing)



FRONT ELEVATION

GENERAL ELEVATIONS (CONT.)

Note ①

Use 4 bars for transverse approach beam's longitudinal reinforcement, see table below.

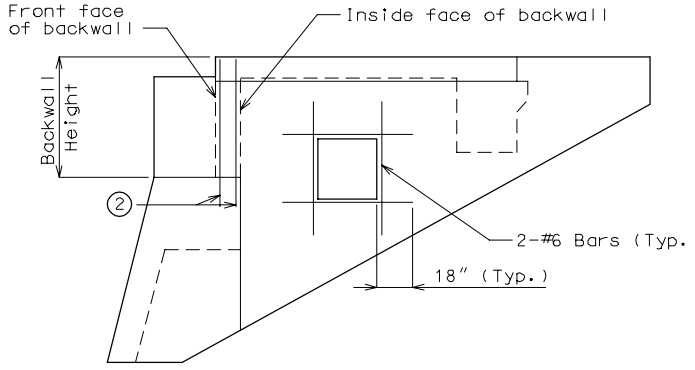
Abut. slab lengths	Abut. slab thickness	APPROACH BEAM REINFORCEMENT (TOP & BOTT.)(*)	
		HS20-44 Loading	HS20 MODIFIED Loading
10'-0"	11"	4-#6	4-#6
15'-0"	12"	4-#6	4-#6
20'-0"	15"	4-#6	4-#7
25'-0"	17"	4-#7	4-#7
30'-0"	20"	4-#7	4-#8
35'-0"	22"	4-#7	4-#8

(*) Including one half of the dead load of the 25' long approach slab.

In abutment slab, for top reinforcement use #4 bars at 18" cts. in each direction, except design top reinforcement in multi-span abutment slabs.(Reinforcement shown on page 3.1-2 is for bottom of slab.) All transverse steel is to be placed parallel to the backwall. All main steel to be placed parallel to the centerline of Roadway.

Epoxy coat all reinforcing in abutment slab and bearing beam. See Section 3.35 for details of protective coating and sloping top of beam to drain.

ACCESS DOOR: See also page 4.2-1.



PART ELEVATION OF WING

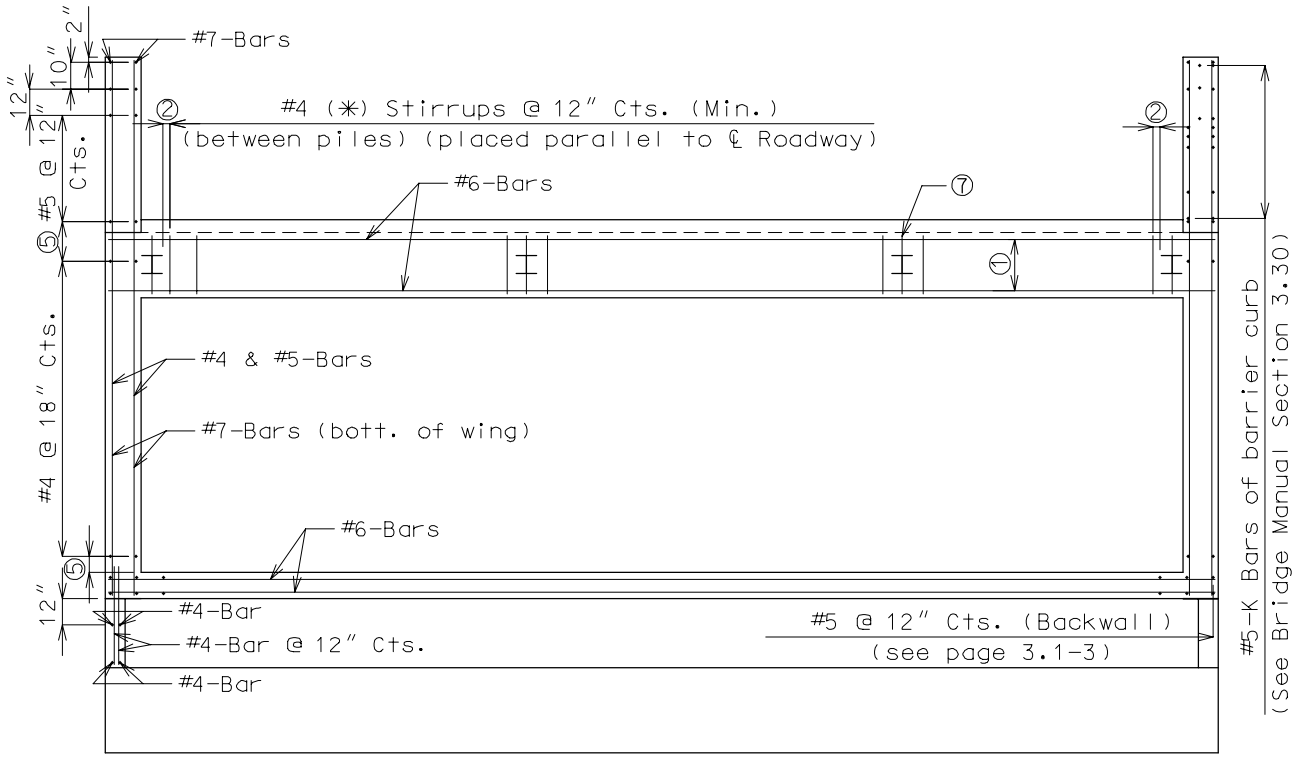
Note: Cut or bend reinforcing steel in the field to clear the opening for the access door.

BACKWALL REINFORCEMENT:

② Use the following epoxy coated backwall reinforcement.
Backwall height less than 6'-0":
Front face = #5 bars at 12" cts.
Inside face = #5 bars at 12" cts.

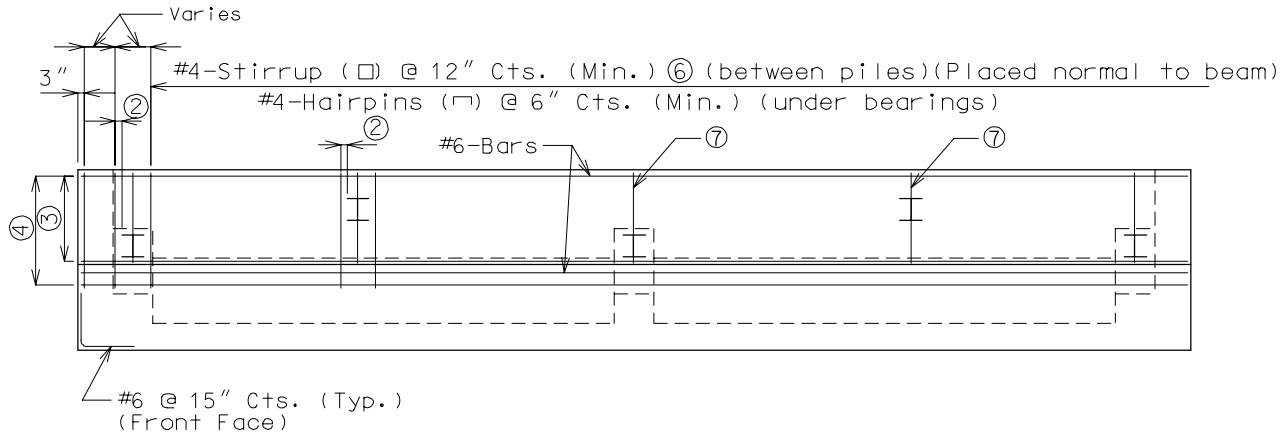
Backwall height 6'-0" thru 10'-0":
Front face = #5 bars at 12" cts.
Inside face = #6 bars at 12" cts.

GENERAL PLAN (SQUARE) **Reinforcement**



SECTION AT UPPER CONSTRUCTION JOINT

✳ See LONGITUDINAL SECTION THRU ABUTMENT on page 3.1-2.



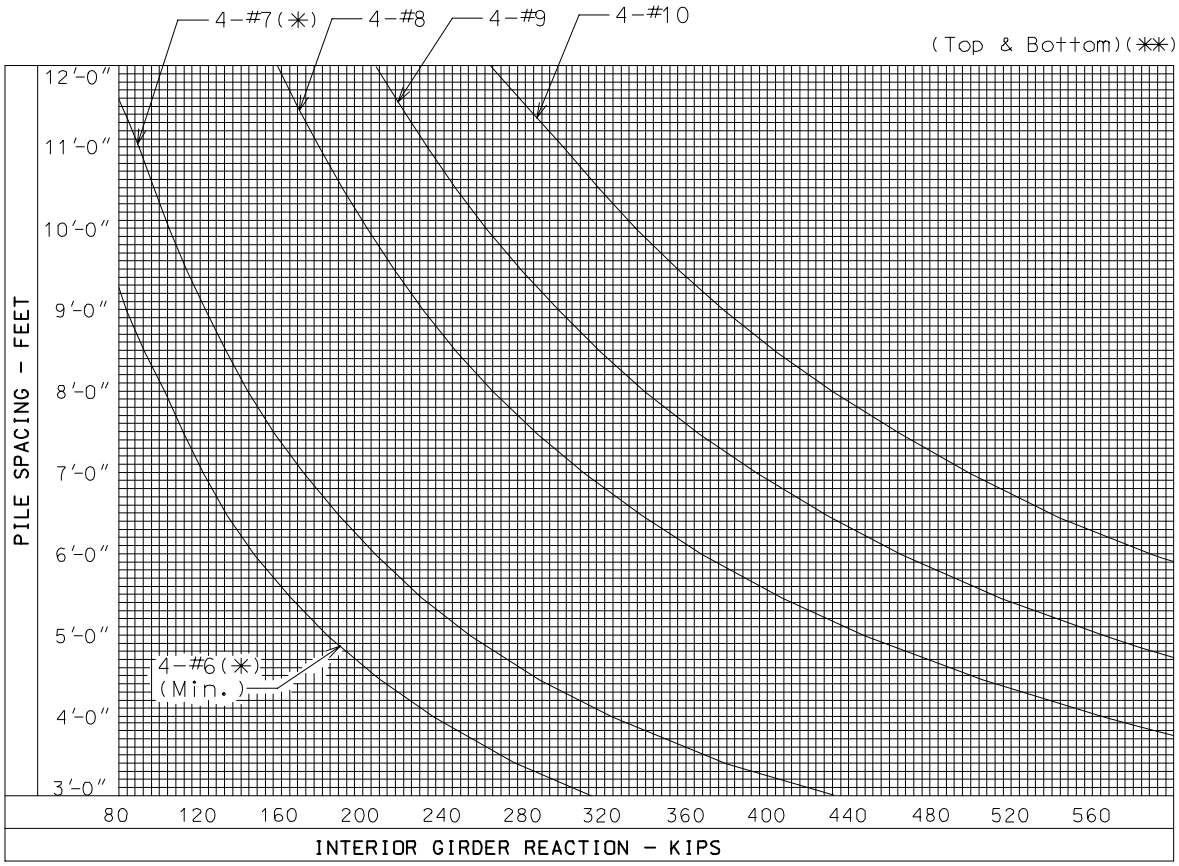
PLAN OF BEARING BEAM BELOW LOWER KEYED CONSTRUCTION JOINT

Use hooked bars on both Approach Beam & Bearing Beam, top and bottom.

① 4-Bars (Min.) ⊂⊃ (top and bottom), see Table on page 3.1-3.
② Use 3″ (Min.) and 6″ (Max.) (Typ.).See Section 3.72 page 3.1-1.
③ 4-#6 Bars (Min.) ⊂⊃ top, see page 3.3-1.
④ 4-#6 Bars (Min.) ⊂⊃ bottom, see page 3.3-1.
⑤ Varies (18″ Max.).
⑥ See Table on page 3.3-2.
⑦ Stirrup to be centered over pile (⌐ or ⌐ Typ.).

BEARING BEAM

Reinforcement



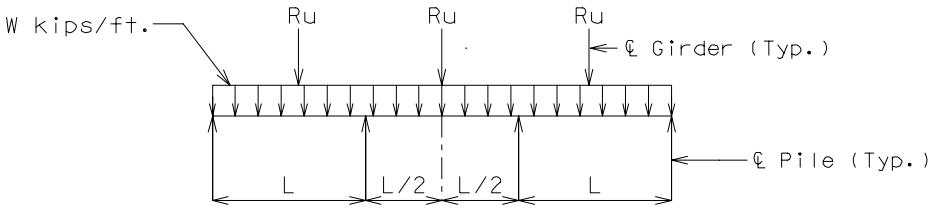
BEARING BEAM REINFORCEMENT

Note:
✳ Includes the minimum reinforcement criteria of providing reinforcement at least 1/3 greater than that required by analysis. (4-#8's and above meet min. reinf.)

✳✳ f'c=3,000 psi, fy=60,000 psi, information for beam reinforcement is continued on the next page.

Interior Stringer Reaction, Ru=1.3[DL(superstr.+Abut. Slab) ①]+2.17[(max.LL+I) (shear dist. ②)]

<u>Basic Assumption (continuous beam)</u>



Ultimate Moment = $0.2RuL + 0.13WL^2$

Where: Ru = Ultimate Interior Girder Reaction, in kips

L = Pile Spacing, in feet

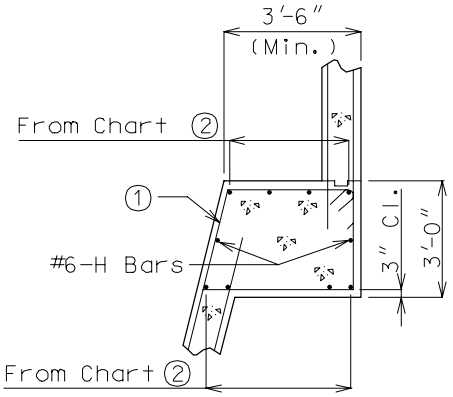
W = Uniform DL(Beam, Backwall and Apron), in kips/ft.

① In order to include the Abutment Slab Load in the bearing beam design, distribute slab weight of one-half Abutment Span evenly to all girders and add to the Interior Girder Reaction.

② If the computer output for max. (LL + I) is based on the moment distributioin factor, do not revise the loads for shear distrubution factor.

BEARING BEAM (CONT.)

Reinforcement



① STIRRUPS	MAX. PILE LOAD (SERVICE LOAD)	MAX. Ru (*) (FACTORED LOAD)
#4 @ 12"	49 Tons	290 kips
#5 @ 12"	57 Tons	320 kips
#6 @ 12"	66 Tons	360 kips
#5 Dbl. @ 12"	70 Tons	400 kips

* Ru = Ultimate Interior Girder Reaction.

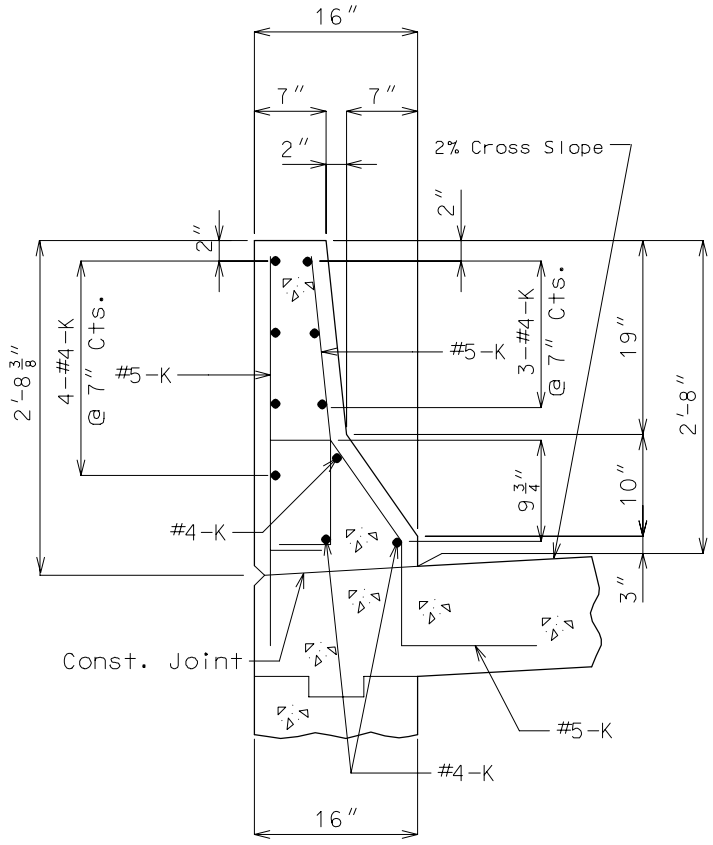
② See chart on page 3.3-1.

Design assumptions :

Beam reinforcement was determined by load factor design procedures.

f'c = 3,000 psi, fy = 60,000 psi, h = 36", d = 32.125" & b = 42"
Min. Reinf., p(Min.) = 1.7(h/d)² ($\sqrt{f'c/fy}$) = 1.7 (36"/32.125")² ($\sqrt{3{,}000/60{,}000}$) = 0.001949
Min. As = p (Min.) (bd) = 0.001949(42")(32.125") = 2.63 Sq. in. (4-#8), but need not exceed 1.3333 times area required by analysis (chart). (use 4-#6 when ℄ bearings are 12" or on either side of ℄ piles).

All stirrups in beam are to be the same size, except use #4 (⊓ 6") stirrups under the bearings.



SECTION THRU
SAFETY BARRIER CURB
ON ABUTMENT SLAB

Note: For Safety Barrier Curb on Wing reinforcement, see Manual Section 3.30 (Superstructure).

CONCRETE PILES (CAST-IN-PLACE)

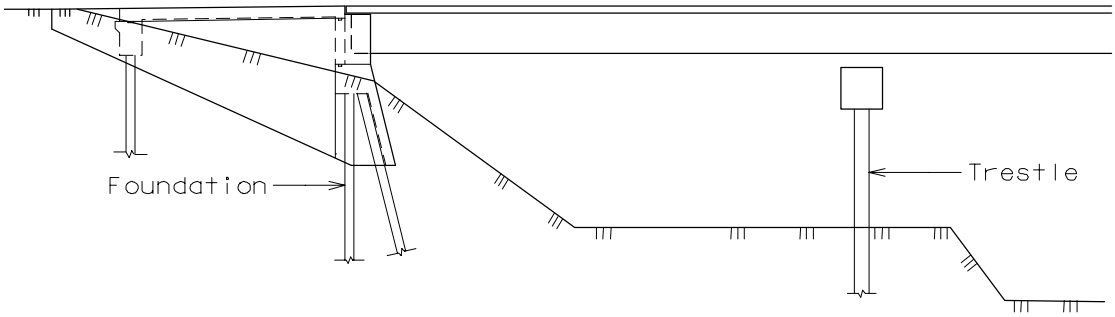
Details

The details of cast-in-place piles will be as indicated on Missouri Standard Plans (English Version) Std. Drawing 702.02., except that the shell and location type must be indicated on the Plans as specified on the Design Layout.

The KIND and TYPE of CIP pile shall be indicated in the "PILE DATA" table on Design Plans.

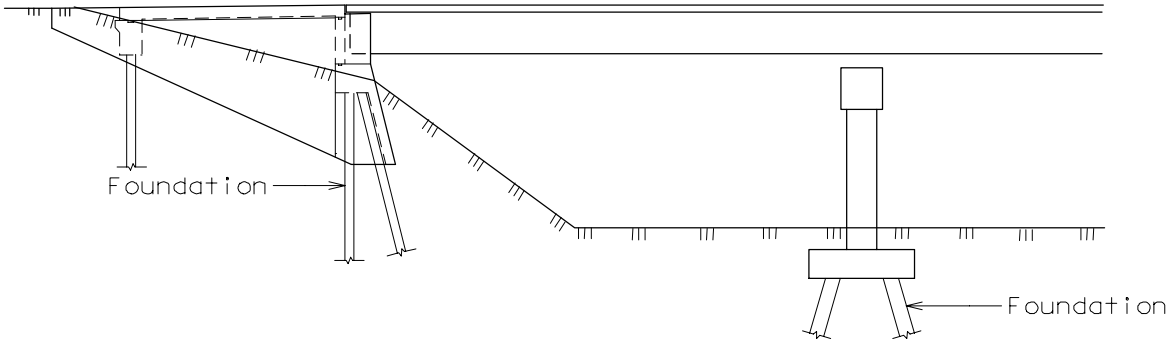
The TYPE of pile, trestle or foundation, may be selected from the illustrations shown below. When the illustrations indicate that there would be both trestle and foundation piles on the same structure, use all piles as trestle piles through out the structure, regardless of the type of bent.

The shell, thick or thin, will not be indicated in the "PILE DATA" table, unless specified on the Design Layout. For SPC B, C & D, use thick shells only. See Section 3.74, pages 1.2.4 and 1.2.5.

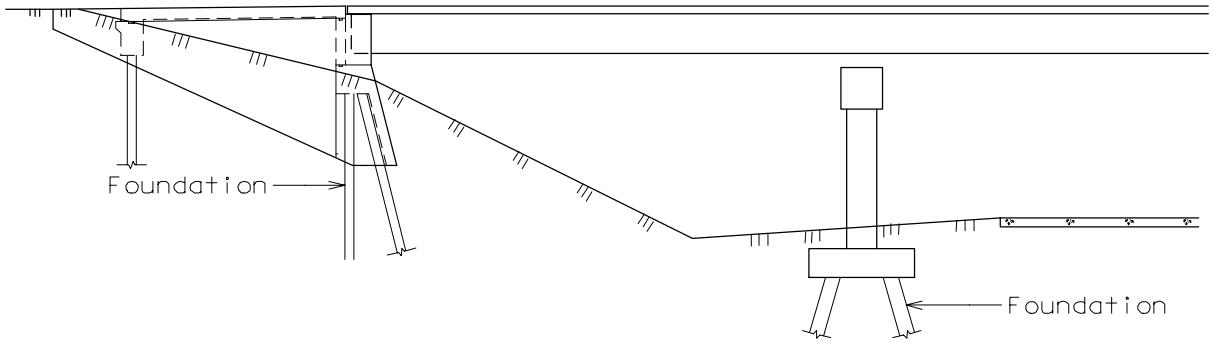


Note: Use Trestle Piles throughout.

STREAM CROSSING

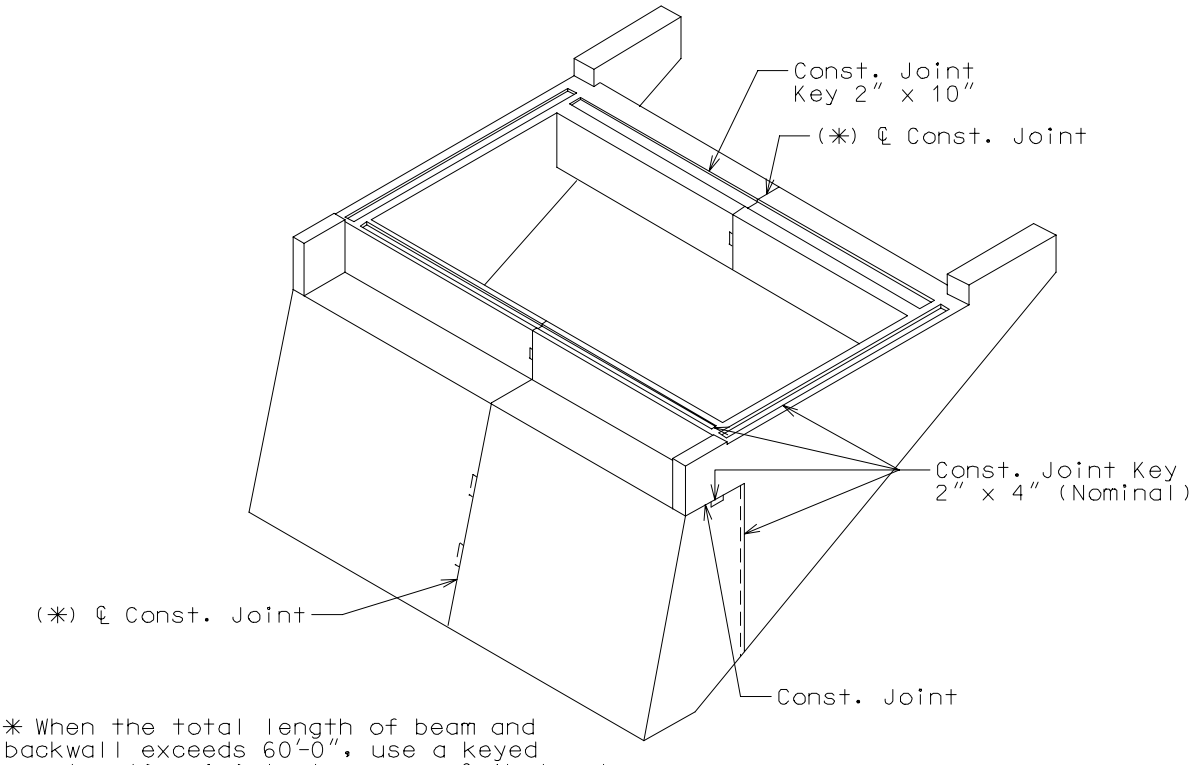


STREAM CROSSING



GRADE SEPARATION

CONSTRUCTION JOINTS **Details**



* When the total length of beam and backwall exceeds 60'-0", use a keyed construction joint at or near ℄ Abutment as shown, preferably located at a 1/4 point between piles.